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**THE PHILIPPINES, TREASURE HOUSE OF THE
TROPICS, MANILA, PEARL OF THE ORIENT**

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PAGSANJAN GORGE AND FALLS

BFG

PHILIPPINE FACTS

Number of islands, over 3,000.

Area, estimated, 115,026 square miles.

Population, estimated, 8,400,000.

Land under cultivation, estimated, 5,500,000 acres.

Arable public land, awaiting cultivation and subject to lease at 10c. per acre per year 7,000,000.

Climate, mildly tropical; nights cool; sunstroke unknown.

Average temperature for 26 years: minimum 72° and maximum 92°, with but one case of the thermometer reaching 100.

Average annual rainfall at Manila for 45 years, 77 inches, mostly from May to November; droughts rare and of small extent; many pleasant intervals between the rains.

Recorded death-rate per 1,000 among whites in Manila (1911) 12.21; New York, 16.52; San Francisco, 15.00; Chicago, 14.06; Glasgow, 17.95; Belfast, 22.3.

Finances, 1911: Revenue, \$12,722,760; Current expenses, \$10,350,978; Expenditures from revenue for permanent public improvements, \$3,643,135.

All expenses of civil government paid out of the local revenues without any contribution from the treasury of the United States.

Per capita tax collected for all purposes, less than \$2.50.

GROWTH OF COMMERCE:

	EXPORTS.	IMPORTS.	IMPORTS FROM U. S.	
			Amount.	Pct.
Average of 5 most prosperous years before 1898.....	\$23,792,372	\$19,583,682	\$ 906,708	4.5
Fiscal year 1911.....	\$38,788,629	\$49,833,722	\$19,818,841	44.

EXPORTS, 1911:

COMMODITY.	QUANTITY.	VALUE.
Manila hemp (of which the Islands have a natural monopoly).....	165,649 metric tons.	\$16,141,340
Copra (of which the Islands are world's greatest producers).....	115,602 "	9,899,457
Sugar.....	149,376 "	8,014,366
Leaf Tobacco.....	12,162 "	1,794,480
Cigars.....	132,217,000	1,700,712
Cigarettes.....	33,662,000	36,132
Hand-woven hats.....	1,025,596	307,987

MINOR PRODUCTS AND INDUSTRIES:—

Agricultural—tropical fruits, nuts, spices, coffee, chocolate, and cotton.

Forest—rattans, tan-barks, dye-woods, gum-copal, and gutta percha.

Marine—fish, tortoise-shell, pearls, and sponges.

Manufactures susceptible of profitable development—paper-making from bamboo and hemp, rope-making, sugar-refining, coconut oil making, and silk manufacture.

PUBLIC WORKS:—

Rail-Roads:—Constructed since 1898, about..... 450 miles.

At present in operation, about..... 575 "

At present under construction..... 50 "

Definitely planned in addition..... 460 "

Population now served, over..... 2,000,000

Roads.—First-class macadamized roads..... 1,000 "

Second-class lightly surfaced roads..... 664 "

Bridges.—Total bridges and culverts of steel and concrete..... 3,499

Total expenditure on roads and bridges (1911) over \$2,250,000

Average monthly enrollment of pupils in the public schools:

In 1902, about..... 150,000

In 1911..... 446,889

SHIPPING FACILITIES:—

Vessels from foreign ports entering Manila Bay, (1911)..... 948

Representing a total tonnage of..... 1,865,196

Total number of coastwise ships for moving the Islands' crops, 522 of which..... 168 are steamers.

Total tonnage of coastwise shipping entered (1911). 1,301,714

THE PORT OF MANILA:

Is dredged to a depth of 30 feet, has two piers 550 by 75 feet and 650 by 110 feet, respectively, with another planned to be 750 by 160 feet.

MANILA'S NEW HOTEL:—One of the largest and finest in the Orient; equipped after the latest and best models in the United States; accommodation for tourists unexcelled.

WHEN the United States took over the Philippine Archipelago from Spain, to most of our 90,000,000 of people the Islands were merely a dot on the map, and it is only within the last few years that even Americans who tour the Orient have begun to discover that these 3000 islands have the greatest charm of scenery, hold more of interest to the traveler, have greater natural wealth and therefore offer as profitable a field for investment as any other land between the western coast of the United States and its eastern boundary measured around five-sixths of the globe's circumference.

Weather reports for more than two score years prove that Manila and the region round about have one of the best climates in the tropics. Only once in 22 years has the thermometer registered 100 degrees, and while the sun is warm in the middle of the day, the nights are cool and frequently necessitate blankets. This is in the lowlands, and as one attains greater elevation in the mountains, the nights grow colder until, at the higher levels of the Benguet range, ice often forms on the streams. Health conditions are wonderfully improved under American sanitary methods and the death rate of the European and American colony is lower than in any other large city of the world, although this statement should be qualified by saying that the bulk of the white population is of an age when the expectancy of life is greatest.

As Manila is the chief city of the Islands in point of size and wealth, is the capital and generally the first port that the traveler will see, a summary of its attractions will be given before passing to consideration of the islands as a whole. The city is on the shore of Manila bay, a circular body of water some thirty miles across, at whose gateway stands Corregidor, the Gibraltar of the Orient and probably the strongest fortified place in the world.

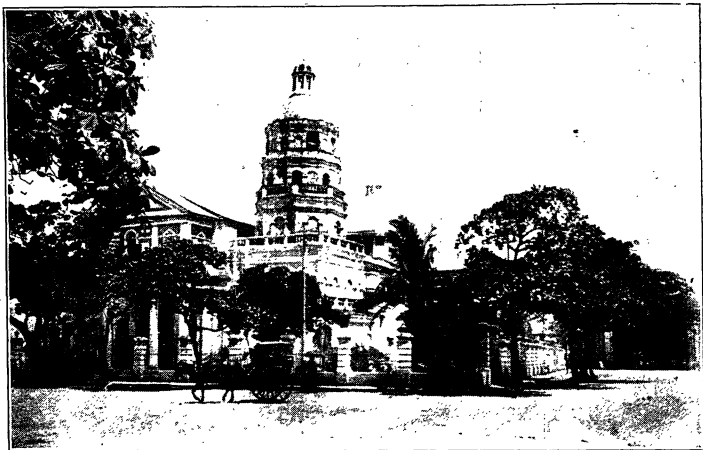
Manila's harbor proper lies behind a breakwater, one and one half nautical miles long with an immense anchorage space. Two wharves, one 650 feet long, have been outgrown by the rapidly increasing commerce of the past few years and a third wharf, to be 750 by 160 feet, is now planned for immediate construction.

As the harbor is some 30 feet deep, large passenger and freight steamers go to the wharves, where baggage is inspected and stamped by the customs, whose officials are most lenient with bona fide tourists, firearms alone being prohibited from entry except under heavy cash bond. Other dutiable articles such as tobacco, spirits and curios may be stored at slight cost.

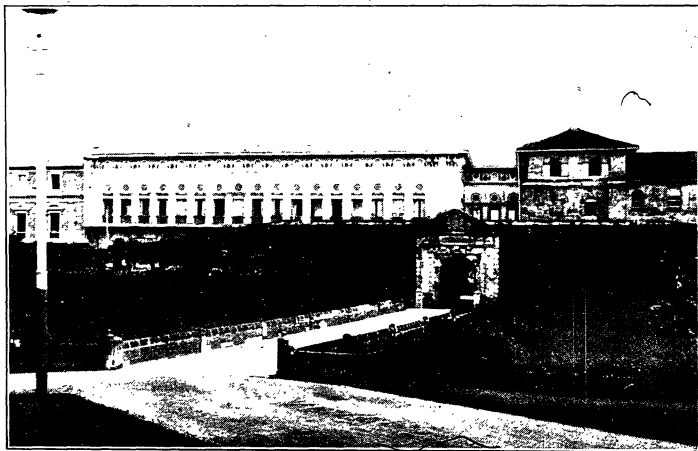
Not far from the wharves, are seen the walls of old Manila, begun in 1591, at a point near Fort Santiago. These massive relics of the Spanish conquest period are from 30 to 50 feet thick and surround a city whose antique charm is heightened by the historic memories it enfolds. Here in the Augustinian church is the tomb of Legaspi, the soldier captain who conquered the islands discovered by Magellan on the first voyage that circled the globe. Monuments to Magellan and Legaspi, Del Cano, the navigator, and Urdaneta, the priest, to Charles IV who gave vaccination to the islands, and to Archbishop Benavides who founded the oldest college now under the American flag, are in or near the Walled City whose gates alone with their doubly protected entrances, marked with quaint commemorative tablets, are well worth seeing.

The Walled City is only one of three coexisting Manilas. The city such as it was before the Spaniard came exists to-day in the groups of bamboo huts thatched with nipa palm that fringe the beaches and the rivers. These huts raised high above the ground are of practically the same pattern as those from which Raja Lacandola and his men rushed out to man their flimsy stockade against the Spaniards under Salcedo. The Walled City is the second of the Manilas and it was not through fear of the natives that this task of three centuries was undertaken. In those days the yellow peril was a concrete menace. In 1574 a band of pirates came sailing from China under one Li-Ma-Hong, made landing on the beach south of the city and were almost successful in wresting the stockade from the Spaniard who had then held it scarcely three years. This and rumor of other invasions led to the construction of Fort Santiago near the mouth of the Pasig River, and from this as a starting point the wall was gradually extended to surround the city. The circuit of its battlements is a little more than two miles, and it is probably the best example of a mediaeval walled city now standing. It is practically in the shape the last Spanish engineer left it and only a short section along the river bank has been removed.

The moat, however, breeding place for fever and pestilence, has been filled and parked and in its sunken gardens the younger generation now plays football and baseball. One of the bastions near the Luneta side has been turned into an aquarium whose pergola crown, looking like a baby's bonnet on a grandmother, does not utterly spoil the effect of antiquity, though it does its best. Here are specimens of the painted fish and brilliant sea monsters with which the island waters teem.



Santa Cruz Church, Manila.



Santa Lucia Gate to Walled City.

A carriage drive around the Muralla, or street just inside the walls, should be made by every sightseer since the curving roadway is continually presenting new and curious architectural glimpses to the traveler. There are relics of a by gone day whose romances, deeds of valor and of hate, and all their goodly company have left but a name here and there from which the intense life of this once greatest stronghold of Spain in the Orient can be but vaguely conjectured.

In the walled city are several churches of more than passing interest. The Agustinian on Calle Palacio, with its barrel shaped roof and buttressed walls, is the oldest in Manila. It was begun in 1599 under the plans of Antonio Herrera, nephew of the famous builder of the Escorial. Here are the tombs of Legaspi and Salcedo, his nephew, and of many other captains and crusaders.

In Calle Arzobispo is the Jesuit Church of St. Ignatius, whose interior of carved wood is most remarkable. From floor to roof, it is most artistically done. "The ceiling is a lacework of paneling, the columns and arches are woven about with exquisite tracery of leaf and scroll and the figure work is natural and life-like" is the verdict of an artist visitor. The pulpit, whose ascending spiral presents scenes from scripture, and the marble altar, with a replica of the Da Vinci Last Supper in its front panel, are exquisitely carved, but not more carefully done than the smallest rose in the garlands that Heck the sanctuary rail. Enthusiastic visitors of an artistic turn have declared that to see this church alone is worth the journey to Manila, and have wondered that its fame has not spread further abroad.

The Cathedral of the Immaculate Conception, which faces on Plaza McKinley, is on the site of earlier cathedral structures, and was begun in 1864. Its Roman Byzantine architecture and great size make it remarkable aside from its indirect lighting system, which gives the sanctuary the effect of being bathed in strong sunlight. This is the first application of modern lighting methods to a church in the orient.

Other churches of greater or less interest are the Dominican, a Gothic pile close to the gap in the wall near the river; the Recoletos on Calle Cabildo, which, with its curiously shaped corner tower, is the second oldest in the city, and the Franciscan, whose treasures include some good paintings and the "St. Francis of Tears" statue which is reputed to have extended its carved hands and wept on an occasion.

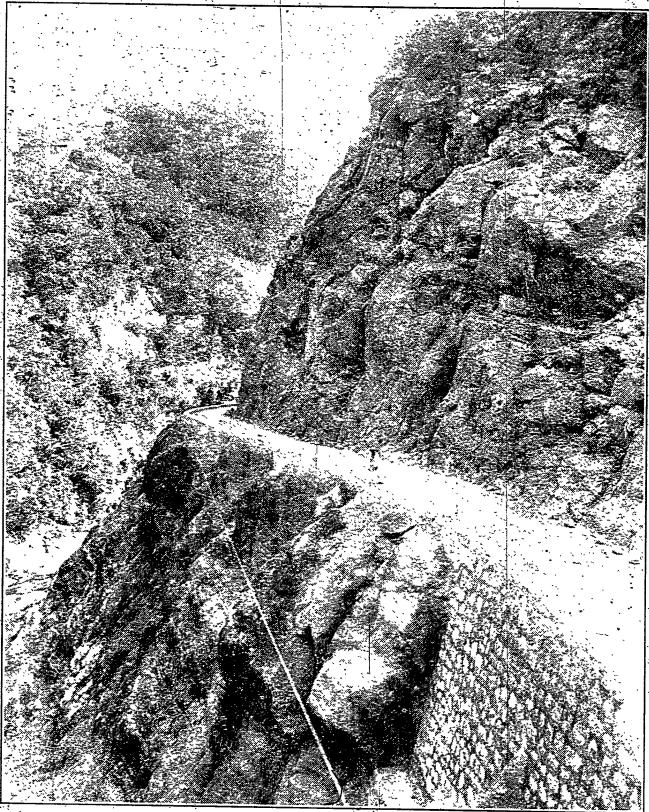
Near the Cathedral, at the right hand of the Plaza McKinley, is the Ayuntamiento, where the Philippine Legislature and the Governor General have offices. Here is a statue of Magellan's navigator, Del Cano, and the marble hall where the Assembly or Filipino lower house, holds its sessions. This hall contains an allegorical painting of America enlightening the Filipino race.

Across the Plaza, whose center is occupied by a monument to Charles IV, whom Napoleon deposed, is what at first sight appears to be the ruins of a huge building, but on closer inspection proves to be a foundation whose massive courses still await a superstructure.

The entrance to Fort Santiago on the continuation of Calle Palacio is remarkable for the wooden lintel tablet showing a Spanish knight riding rough shod over the Moors. Here are the offices of the United States Army in the Philippines and in steel safes are stored the originals of the detailed topographical survey maps of the interior of the Islands made by the engineer corps and said to be the most beautiful specimens of the modern cartographer's art. This survey, now covering only parts of Luzon, is to be extended to every region of strategical importance. A walk around the walls of the fortress which are honeycombed with passages, blocked up and forgotten should be of interest.

Other points of interest in the Walled City are the Ateneo, a Jesuit college whose museum contains a most complete collection of tropical shells, the San Juan de Dios college, the University of Santo Tomas, just entering upon its fourth century, and the College of Santa Isabel, founded for the orphan daughters of Spanish officers in 1594 and therefore the oldest school on American soil. Various bureaus of the Government and the Philippine Library are housed in buildings of the Walled City pending the construction of the government centre.

Before passing to the modern city of steel and concrete which is being built under American stimulus, a word regarding the condition of the old city as found by the United States troops may not be amiss for purposes of contrast. Sanitation was practically unknown and the water supply, until the early eighties, was drawn from courtyard wells. The streets now are cleaner than the average American city and the water supply, from a watershed of 100 square miles thirty miles away in the mountains, is as pure as any in the Islands excepting the artesian well supplies. Street lights were few and far between in Spanish times and the gracefully bent grills and iron barred windows were a necessity against thieves. Now the city is one of the safest after nightfall in the world, because of its excellent police system. To see how the Filipino lived before the Spaniard came, one need only



Benguet Road to Summer Capital at Baguio.

drive through the Tondo district with its miles of native huts, or visit some other of the outlying "barrios."

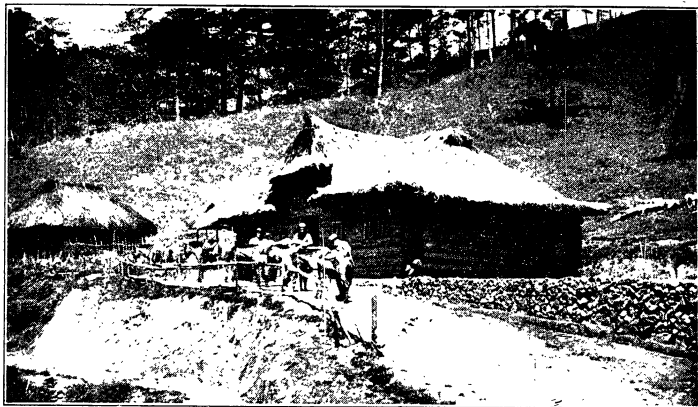
The new city that American enterprise is constructing may be forecasted by a visit to the Luneta, a circular drive, flanked by the new hotel and the Elks and Army and Navy clubs. This style of concrete and steel construction is followed in the Young Men's Christian Association building on Calle Concepcion, the Filipino Normal School on Taft Ave., where will be located other buildings of the University of the Philippines, the General Hospital, said to be the latest word in caring for the sick, also on Taft Ave., the new Medical College on Calle Herran, and several others of similar materials and design.

Outside the walls are two drives worthy of more than passing mention and the beginning of a third which will be one of the most beautiful avenues in the



Coconut Avenue on Island of Jolo

world. An existing avenue, the Bagumbayan (meaning in Tagalog—at the edge of town), makes a circuit of more than half the Walled City. With its double row of acacias and fire trees, and its location between the green of the now filled in moat and the Botanical Garden, it is a superb city street. The Malecon which once skirted the seawall and which connects the Luneta and the Andra circle near the mouth of the Pasig, has a double row of coconut palms now near the bearing stage. Some of the most interesting portions of the old wall can be seen from this driveway. But the great road that is to be and which has been definitely begun is the seventeen mile crescent shaped boulevard to run from Manila to Cavite, off which Dewey encountered and sunk the Spanish fleet. This roadway will be doubly parked and have rows of palms on either side. Its course will lie along the seabeach and, already, the remote prospect of its speedy completion has led to



Rest House in Mountain Province



Paco Cemetery with Circles of Niches

the construction of many handsome residences four miles from the city. It will be built upon land reclaimed from the sea by pumping the bottom of the bay inside retaining walls which are now complete almost to the city limits.



Lumbering in Philippines.



Iron Furnace at Angat.

Manila should be the Mecca of the motorist. Nowhere else in the tropics are centered so many beautiful roads and, with the recent opening of the highway to Los Baños, which bridges a former gap, the automobilist can make a round trip journey of almost 200 miles from Manila to Lucena and to Antimonan on the Pacific ocean side of Luzon. Length is not the most compelling factor in this road system, nor does its main attraction lie in the perfection of surface, equalled only by the great motor highways of France, though both contribute. The chief charm is the diversity of country and the many places of interest along its course. Pasay, with its polo field and new residence district, Parañaque, home of the embroiderers, with its ancient buttressed church, Las Piñas church which houses the only bamboo organ in the world, Los Baños, now famed 300 years for its hot baths which boil out from under Mount Maquiling, and San Pablo, in the heart of the Luzon coconut country, are some of the many quaint and beautiful towns. Aside from these the whole countryside teems with interest with its rice and sugar fields, its banana, mango and coconut groves, and the many vistas of mountain and lake which it affords make it one of the most interesting motor drives in the world.

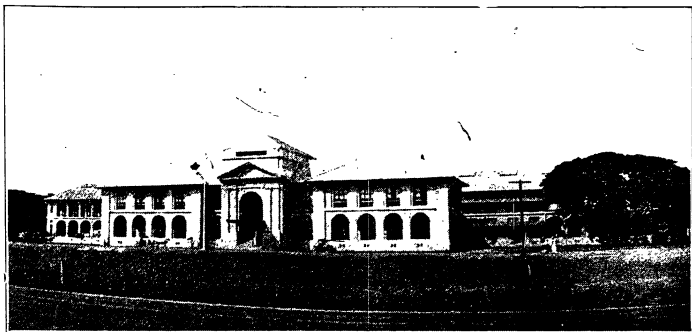
Another auto trip from Manila, of great scenic interest, is that to Montalban where are located the headworks and dam of the new water system. This passes Fort McKinley, the largest military post in the world, the ancient town of Pasig with its ornate church and crooked bridge; San Mateo, where General Lawton was killed, and traverses the Mariquina valley, a stretch of absolutely level land from two to ten miles wide, girt in by mountains, to the gorge at Montalban where a limestone cliff 1,500 feet high, seems to have been set up on edge and cleft with some giant ax or hammer of Thor. Between its walls brawls the Mariquina river, part of whose flow is impounded by the dam and shunted off through thirty miles of pipe to Manila. Huge boulders, fifty feet square and weighing up to tens of thousands of tons are scattered through the gorge, their tops pitted with deep holes ground by smaller stones under the rush of the spring freshets. The trip to this gorge should be timed to reach it at five o'clock when the shadows begin to em-purple the distant hills and the bamboos glow like gold. A detour through Fort McKinley which has many miles of superb roadways affording views of the valley toward the lake, is well worth while, and short stop at the Guadalupe convent near the Fort, burned during the insurrection that followed the Spanish War, affords a view of the largest ruin in the Philippines and one which well shows the stability



Mayon Volcano, one of most perfect cones in world.



Moro House on shore of Sulu Sea.



General Hospital at Manila

with which the Spaniards built the strongholds of their religious campaign, planned to endure forever.

In the Mariquina valley this road branches, the right hand leading to Antipolo, a curious old town whose church contains the famous statue of Nuestra Señora de la Paz y Buen Viaje (Lady of Peace and Good Voyages) concerning which some historians have embellished their otherwise accurate pages with stories of seven trips by sea in which this statue stilled tempests and of its disappearance to be found 40 years later in an antipolo (breadfruit) tree from which the town takes its name. The facts are otherwise, but the statue has been venerated since 1672 when it was placed in its present home and has been given several hundred thousand dollars worth of gem decked robes and a silver shrine that in itself is worth the seeing.

The North road from Manila, through Caloocan, whose church was a target for Dewey's gunners, to Bulacan province is another interesting trip of some fifty miles. By it can be reached Obando where childless women go in May to pray and where dances of dervish order attract the curious to this fiesta. Continuing through the villages of Polo, and Meycauayan, the road reaches Malolos, or by turning to the North near Bocaue, one can reach San Miguel de Mayumo and the famous Sibal Springs whose virtues draw thither many afflicted with stomach troubles. Near Sibal are some remarkable caves and not far away, at the town of Angat, is a famous deposit of iron ore from which most of the native style ploughshares used in the islands are made in a crude foundry managed by a woman.

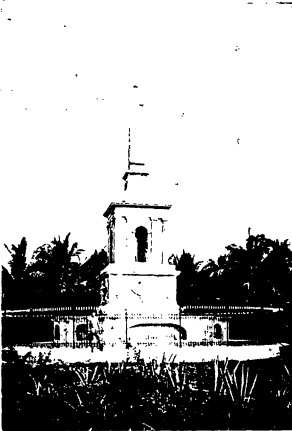
The north road, the south road and that through the Mariquina are over battle fields bathed with the blood of American soldiers and of their Spanish and Filipino opponents. This sanguinary circle surrounds the whole country side of Manila much as did the cordon of blockhouses built by the Spaniard here in the city. The history of these campaigns is a fertile field for the historian.

Such are the trips by road—and the roads are pronounced to be among the best in the world by every traveler. Most of these points of interest can also be reached by rail and some, that to Los Baños, for instance, also by water, but with auto hire so reasonable as it is here, it has seemed best to dwell at length on this means of seeing the country as it affords a more untrammelled view than train or trolley.

Yet not all the famous places near Manila can be reached in this fashion, for the most beautiful of all, the celebrated gorge and falls of Pagsanjan, are not yet accessible by rail, although the steam road is pushing steadily into their vicinity. The trip to this gorge, whose walls tower three hundred feet above a body of water less than 100 feet wide, should be made, one way at least, by boat up the Pasig river and across the Laguna de Bay, a fresh water lake about 12 feet deep and covering 200 square miles. The river trip brings the traveler close to the homes of the Filipinos and affords many curious sights. The return trip by native pony cart



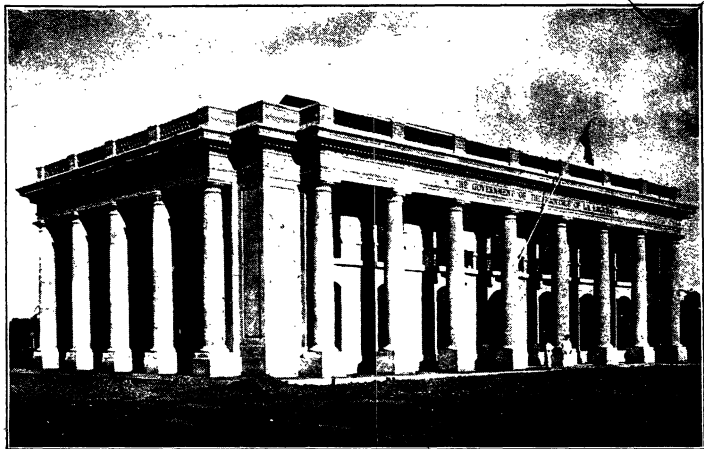
Country Road Scene in Philippines.



Magallanes Monument.]



Hemp Plantation.



Provincial Building—La Laguna.

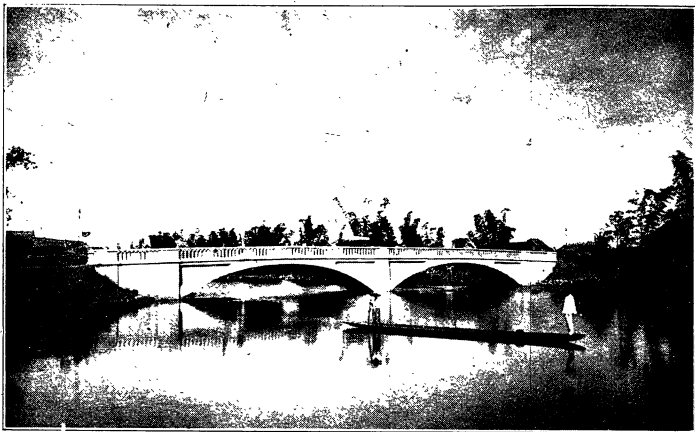
from Pagsanjan to Santa Cruz brings one to the railroad for the ride of some 50 miles to Manila through a rich agricultural country.

Baguio, the summer capital of the Philippines, 5,000 feet above sea level, affords an objective point for a journey over one of the most remarkable roads in the world. This Benguet road follows the course of the Bued river which it crosses many times in its winding way up the mountains.

Its location amid the pines and its altitude give the dweller in the plains a chance to visit the temperate zone without going out of the tropics. It is only a short day's journey by rail and automobile from Manila. Its accommodations for travelers are excellent and as it is the starting point for some most interesting trips into the country of the hill tribes, a week or two can be passed to advantage in Baguio and vicinity.

Baguio is destined to become the great resort for all those in this part of the Orient who desire a change of temperature during the hot season. In Baguio one sleeps under heavy blankets during the greater part of the year and its climate, coupled with its beautiful mountain scenery, gives it a double charm to tempt and hold the traveler.

Manila is by no means the only interesting city in the Islands nor has it a monopoly of scenery, for the visitor. Cebu, Iloilo and Zamboanga, or Jolo where the Sultan of Sulu maintains his by no means comic opera court in a walled city whose defenses are still necessary, and a hundred other smaller towns might be mentioned as worthy the traveler's time. As for scenery, the voyager on any of the interisland lines is apt to be surfeited with it before his journey is ended. Inland seas surpassing the celebrated Japanese one are traversed by the dozen each differing in most aspects from all others. Malampaya sound, where 50 pound fish lie in wait to tire out the arm of the angler; Baeuit bay with its thousand feet cubes of limestone, scattered as though some giant child had been learning an alphabet of the stone age and left his blocks where they lay; San Pablo bay where empties the most remarkable underground river in the world, navigable for two miles, with gothic groined arch ceiling, huge stalactites and delicate traceries of limestone, the whole guarded by a castellated cliff near its entrance—all these await the traveler of time and means who has tired of the well trod tourist track and wants fresh scenes and experiences rather than gaping at buildings that he had seen in picture or reality a hundred times before.



Type of Provincial Bridge.

The artist has not yet discovered the Philippines, whose cities with their churches and time stained walls, peopled with brightly clad natives form a magnificent motive for the watercolorist, and whose mountains, lakes and waterfalls, to say nothing of the grandest marine views and most magnificent sunsets the world affords, await the painter in oils. When some Turner yet unknown shall exhibit a series of Philippine sunsets in their settings of tropical seas and feathery clad mountains, he will reap instant fame and the woods and beaches, the plazas and market places of these islands will fill up with artists.

In view of the many places of interest within easy reach by modern means of transportation, the visitor who can see only the region near Manila should put in two days of every three of his stay in the environs and one in the city. By the time he has traversed a few score miles of fertile valley lands supporting a dense agricultural population as well as feeding the adjoining towns and cities, he will begin to sense the wonderful possibilities of these islands when modern methods are added to their great fertility of soil. The lands he will see are for the most part occupied, although upwards of 7,000,000 acres of virgin valleys are awaiting the plough.

Agriculture is the backbone of the country and practically all of its \$40,000,000 of exports are natural products worked up only into such form as will enable them to be shipped. This exportation of raw materials is an economic crime that is needless since only capital is necessary to turn them into finished products and double the wealth of the country without making even the two proverbial blades of grass grow. The main exports are hemp, copra, sugar and tobacco, in that order. The Islands are the only true hemp lands in the world for here alone does this plant reach its full strength and length of fiber. Exports of hemp from June 1910 to June 1911 inclusive, were \$16,000,000. Only \$41,000 of cordage and \$500,000 of knotted hemp, the latter to be further manufactured were exported. The Islands lead the world in exports of copra, and 115,000 tons, worth nearly \$10,000,000, were shipped in the last fiscal year. Only a few gallons of coconut oil are shown in the export reports. Sugar to the amount of \$8,000,000 was sent away to be refined, when the application of modern methods would have raised the output some 25 per cent or 35,000 tons which was lost in the grinding, and raised the grade from 82 to 96, the two losses in amount and quality penalizing the planter at least \$4,000,000. Tobacco is manufactured into cigars and cigarettes, but leaf tobacco exports were about \$100,000 more than the \$1,700,000 worth of cigars that were shipped.

Another seeming economic crime is the importation of rice, but the natives



Picture, on upper right hand, shows entrance to wonderful underground river on Island of Palawan. It has been explored by boat for two miles. Above shows Taal Volcano in eruption and below are a hat maker and a rice huller.



answer, that they could not sell the \$40,000,000 of exports if they put all their time into puttering about in the mud of the rice fields. As no one compels them to plant rice by hand this plea does not jibe with the \$9,000,000 of rice coming in



Cebu Baseball Team, Winner of Philippine Scholastic Pennant.

and the millions of acres of vacant rice lands. With modern machinery, one man could do the work of fifty in the rice field—but modern machinery costs money which the native has not, his purchasing capacity averaging about \$5 gold for the \$4,000,000 of people, admittedly underestimated.

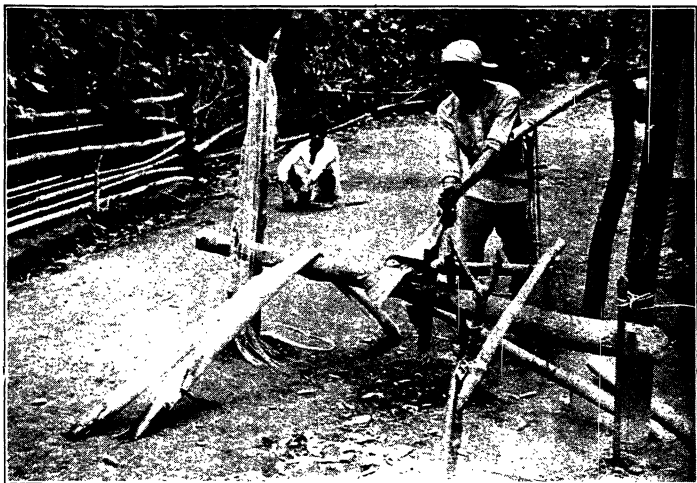
The needs of the Philippines in capital and men to make the money work to advantage are legion, but nowhere else in the world is capital given so munificent rewards. The ordinary bank rate of interest on secured notes is seven per cent, and for mortgage loans on improved city property about ten per cent. Business opportunities in transportation, public utilities and manufacturing stare one in the face at every turn, and all they ask is money to turn out the dividends to ten and twenty per cent. Even government enterprises managed without the spur of personal enrichment, greatest of motive powers in business, will make twelve to fifteen per cent a year.

To the prospective investor who says that these are only opportunities, not assets, the reply can be made that the Philippines with 25,000,000 acres of virgin timberlands have an asset which in this day of rapidly vanishing forests say, "Come and gather", and the woods are among the most beautiful cabinet materials in the world. Rubber, gums and rattan, dyestuffs and tanning barks are here for the gathering, and were it not that the ease with which the Filipino can satisfy his creature wants takes away all initiative, these islands would produce a hundred, times their present export traffic.

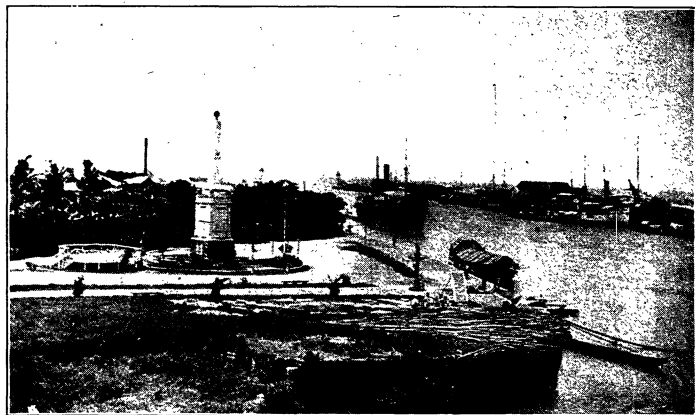
To agriculture and forestry must be added the mines, deposits of gold and copper, coal and iron and many other economic minerals and non metallic substances including vast stores of the materials for manufacture of cement, now imported to the value of \$600,000 a year. Practically every river bed in the islands carries some gold and great placer beds of extraordinary richness are now beginning to be dredged.

Such is a hurried survey of the Philippines, which nature has endowed with every element to delight the traveler and recompense the investor to such an overwhelming extent that one must needs lay out a path and follow it either in sight-seeing or in development of resources since every turn of the road opens up a new and unlimited vista of pleasure or profit.

For detailed information regarding country, climate, resources, etc., address the Publicity Committee or the Manila Merchants' Association, Manila, P. I.

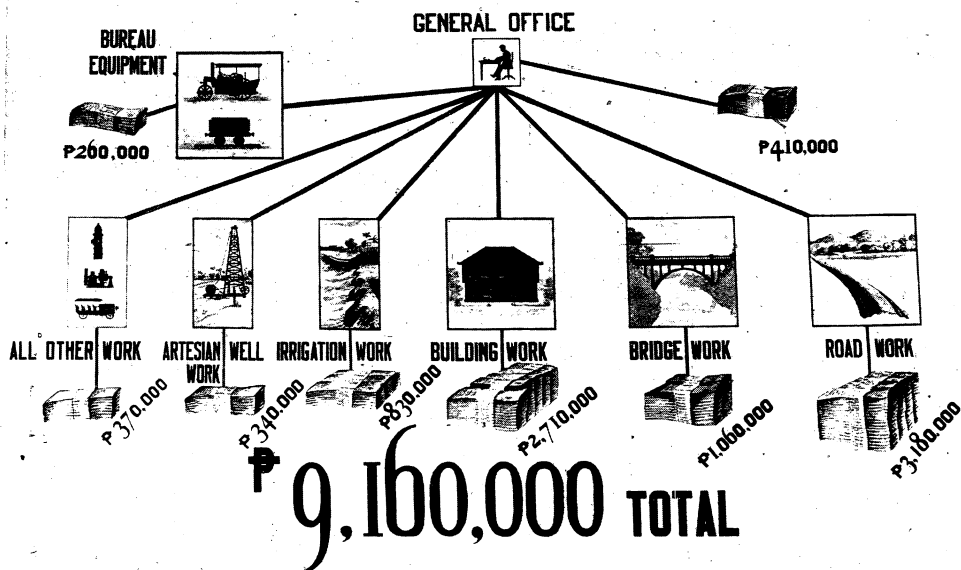


Hemp Stripping by Hand in Philippines

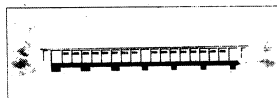
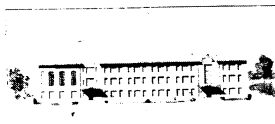
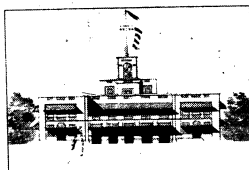
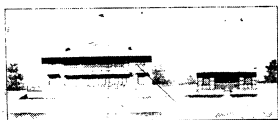


Anda Monument near Mouth of Pasig River, Manila.

CASH EXPENDED JULY 1, 1910 TO JUNE 30, 1911

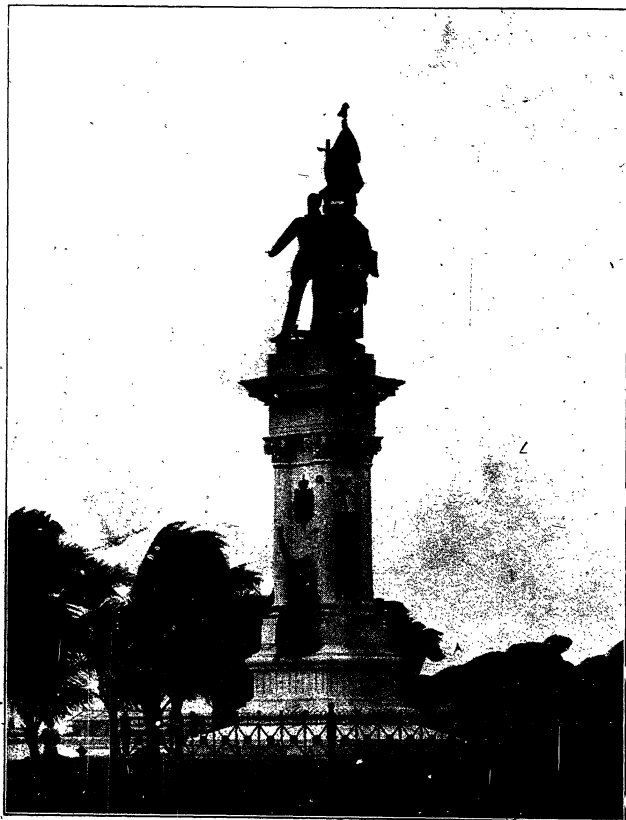


ONE YEAR OF BUILDING CONSTRUCTION AND REPAIR EXPENDED P 2,710,000



158 NEW BUILDINGS COMPLETED

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MANILA MERCHANTS' ASSOCIATION**



LEGASPI-URDANETA MONUMENT, MANILA